as seven to four.

Indiana and Ohio State line and Indianapolis, the Captain states: "The location is very direct, meeting with comparatively few impediments sufficient to justify material deviations from a straight line, and with the exception of an unavoidable abropt bluff at the east fork of White Water, there are on this route of the country is flat and apparently level, excepting where it is broken by the streams." The bluff of White Water has an altitude of eighty feet above the stream. The other principal streams, in point of Fork, Green's Fork, Martindale's Creek, Wet River, and Simon's Creek, branches of the Driftwood Fork in which only of the control of the proposed to the constructed, which the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which will admit simply to show, that, with the superior character of the road proposed to be constructed, which w rock and Blue River, branches of the Driftwood Fork of White River; and Brandywine and Sugar Creek, branches of the west or main fork of White River.

From Indianapolis to Terre Haute "the most formidable obstacles, opposed to a straight location. were found to be: 1. The extensive low grounds bounding the water courses, liable to frequent and great inundations. 2. The great number of ravines which, in the neighborhood of streams, suddenly break the otherwise uniform surface-plain of the

that part of the State lying on the location between White River and the Wabash, is a remarkably good district of country, and superior to that on the east of the state lying on the location between will be upon the number of subscribers to a small position of the parties.

White River and the Wabash, is a remarkably good district of country, and superior to that on the east of the subscribers to a small position of the parties.

Admitting the business of the road to be correctly estimated, the next question to be determined is, will be called in, will be called in, will be called in, will be called in, will be called in the subscribers to a small position of the parties.

Admitting the business of the road to be correctly estimated, the next question to be determined is, will be called in the subscribers to a small position of the parties.

Admitting the business of the next question to be determined is, will be called in the subscribers to a small position of the parties.

Admitting the business of the next question to be determined is, will be called in the subscribers to a small position of the parties.

Admitting the business of the next question to be determined is, will be called in the subscribers to a small position of the probable reason we stock will be called in the subscribers to a small position of the parties. of the seat of Government "

cost of preparing the road bed from the State line dollars a share every six months. And these instal-diture necessary to its construction? The following desire to share the immense traffic which will east, to Hamilton, but suppose it will not vary mate-tially from that in this State. Availing themselves more in addition for labor and material, so soon as of the experimental observations of Capt. Knight, as paid in; which, with the increased circulation it will transported the whole distance, and includes the tonof the experimental observations of Capt. Knight, as quoted above, and taking 181 miles as the distance between Hamilton and Terre Haute, by the proposed route of the road, and adding one-half to his estimate of preparing the bed of the Cumberland Road, of the profits due in one way and another to the oping to what may be supposed will be the actual reand the following results are arrived at, as to the erations on the road. To the objection often made to sult when in operation. cost of constructing the St. Louis and Cincinnati rail- undertakings of this kind, that we are too poor, the

road :	outs and Cincini
Average estimated expense per mile of grading, ma- sonry, clearing off timber for Cumberland Road,	83.174 33
Add one-half,	1,587 16
Average expense of same for St. Louis and Cincinnati	
railroad per mile,	\$1,761 49
Heavy edge rail, 60 lbs. to a yard or 106 tons to a mile,	
at \$60 per ton,	6,360 00
Chairs for one mile,	135 00
Mitre chairs, do	91 00
Spikes, do	365 00 -
Superstructure, do	2,000 00
and the last of th	813,712 49
Say for contingencies per	
mile,	287 51
Average cost per mile of road completed;	\$14,000 00

Engineers, Superintendents, Depots and buildings, water stations, engines, cars, turnouts, twelve and a half per cent. on whole, - - -

Estimated cost of 181 miles of the road

leading items are such as can be estimated by any pushed through as they can, it ought to be com- of the Madison and Indianapolis railroad, is the dif- and resolutions were adopted:
one, and all are so stated as to be subject to the scrumenced now, however limited the means, or remote ference derived from experience on that road, whose tiny and correction of those better infor aed on such matters than the committee claim to be. On the earth work, though greater in amount for the railroad serve in all particulars as a proper example from than that for the Gamberland Boad, the grade of which to infor the more arthurant for the grade of which to infor the more arthurant for the grade of which to infor the more arthurant for the grade of which to infor the more arthurant for the grade of which to infor the more arthurant for the grade of which to infor the more arthurant for the grade of which to infor the more arthurant for the grade of which to infor the more arthurant for the grade of which to infor the more arthurant for the grade of which to infor the more arthurant for the grade of the more arthurant for the grade of which to infor the more arthurant for the grade of the more arthurant for the grade of the tiny and correction of those better infor aed on such the prospect of so desirable a result. than that for the Camberland Road, the grade of which to infer the probable business of this road, if revenue of the road, on the outward and inward ton- crossing the States of Illinois and Indiana; at the time this estimate was made in 1828, when of engineers, operations of railways in various parts way passengers. The increased business of the counmen had little experience in work of this kind. That of the country, State and national statistics, and all try which must be called forth by this road, will And Whereas, The citizens of the great eastern the masonry will not cost more now is assumed for the authentic information within their reach on mat- greatly increase the amount of travelling, to be furreason that the amount of such work must be nearly ters relating to these subjects. While the committee ther augmented by the low charges imposed—below we will do for ourselves, that they may be enabled equal in both cases, and from the more accurate and admit that the primary interest to be consulted those on the majority of railways in the United ascertain the propriety of investing their surplus creating their surplus creating their surplus creating their surplus creating the region of country through in this great work should be the development of the States. The annual immigration to the country that which the road passes, materials can probably be had productive energies of the country, yet those invest- will avail themselves of this mode of reaching the far And Whereas, All such improvements by priva nearer some of the most expensive mechanical structure and the road, are entitled west, will perhaps exceed half the amount of through capital have proved to be profitable (when proper tures than was then supposed; and in most cases to have their interests protected or promoted in a de-where they will have to be brought from a distance, gree subordinate only to the first. The more the The Postmaster General is authorized to contract public; the more thorough opening of roads and increased committee looked into the relative interests of these with railroad companies for carrying the mail, to be And Whereas, A convention of the friends of settlement of the country, will admit it to be done at reduced expense. The great abundance of good timber throughout the whole route, would seem to make high rates would be for the advantage of the one, at road for carrying the great western mail, it is fair to Therefore, Resolved, That we approve of the it plausible that the estimate for the wooden super- the expense of the other, that it was to the mutual in- presume that the department will allow a fair com-

adequate to the business of the country should be of engines; in the control of one company; fuel abun- charge. The improvements which have been made disposed, throughout the State, be invited to ta the first class of roads; and this contemplates a dant and cheap throughout the whole route; dividends in locomotives, since their first introduction, together stock. double track of the road graded, a single track fin-ished in the best manner, with a heavy edge rail. of operating the road, and preclude the possibility of agement of all the appliances necessary to the most and completely furnished with engines, cars, and all high charges. the appurtenances necessary to the demands of a great thoroughfare. "The grounds of every expenditure whose traffic must be conducted on this road, it has not the power of their engines, and reduced the expenses from every quarter, promising our cordial co-oper on a railroad should be, that the amount of saving been thought necessary to take parts of counties, as of working them. A still more important comparation.

thereby induced shall more than counterbalance the it is not at all probable that a population less than tive saving of expense is obtained, where the busiinterest on the increased cost." Not being exposed that taken as a basis of calculation, will contribute to competition, and tending to augment and multiply annually the employments of the business of those in the direction and at the termini proposed, will and speed are not restricted by short curves, heavy that taken as a basis of calculation, will contribute the capacity of the capacity of the competition.

The following gentlemen were appointed by and speed are not restricted by short curves, heavy chair: who are relied on for its main support, and to attract show, that if some counties have been taken into ac- grades, or embankments, and extensive superstructures J. S. Bobbs, N. McCarty, Geo. A. Chapman, A. further accessions to the population throughout its count whose trade in part will take a different directover water courses. It costs no more to run a loco- Davidson, Wm. Sullivan, Douglass Maguire, E. whole extent, the best road here will also be the tion than this road, others have been excluded whose motive with a full load than a half a one; whereas Shimer, Sam. Henderson, N. B. Palmer, John D. D. best paying road, and thus "more than counterbal-ance the interest on the increased cost." When it is considered how much the business of a road leading through an extensive and rapidly improving region trace of the road has been taken as the extent of country to be relied on in through an extensive and rapidly improving region to the road has been taken as the extent of country to be relied on in through an extensive and rapidly improving region that destinates of their surplus productions to of country, connecting important commercial points be carried over the road; its great length, central business of carrying tonnage and passengers, such as at its termini, and geographically situated to attract position and important tributaries and connections, this road may be supposed to do; and with many the travel and trade that must always exist between the commercial and manufacturing cities of the Atlantic States and the immense grain growing district on it, and that a large portion of Illinois not taken can be operated as cheaply as the average cost of the Atlantic States and the immense grain growing district on it, and that a large portion of Illinois not taken can be operated as cheaply as the average cost of the Atlantic States and the immense grain growing district on it, and that a large portion of Illinois not taken can be operated as cheaply as the average cost of the Atlantic States and the immense grain growing district on it, and that a large portion of Illinois not taken can be operated as cheaply as the average cost of the Atlantic States and the immense grain growing district on it, and that a large portion of Illinois not taken can be operated as cheaply as the average cost of the Atlantic States and the immense grain growing district on it, and that a large portion of Illinois not taken can be operated as cheaply as the average cost of the Atlantic States and the immense grain growing district on it, and that a large portion of Illinois not taken can be operated as cheaply as the average cost of the Atlantic States and the immense grain growing district on it. west of the Alleghanies, will depend upon the rapidinto the account, will swell the current from the vast
perating similarly situated roads elsewhere, and
published in the Sentinel and Journal.
On motion, the meeting adjourned.

safe to assume that if one-fourth of the stock of the States, and the utmost capacity of the road will be public and inducements to become stockholders in Louis and Cincinnati Railroad will be taken by inadequate to the demands which must be made upon its capital, not surpassed by any similar enterprise counties through and adjacent to which it will pass; it. The committee may have erred in specific items constructing or projected in the country. While that the remaining three-fourths will be taken up in the estimates; if they have erred in the total railroad stocks, as a class, have probably been the abroad; or weatever amount short of this, might not be subscribed, could be borrowed on the credit of the company, after a portion of the road shall have been completed and in operation; a proceedure which it might be their interest to adopt without this continuity only instance of instituting a comparison between the converse amount short of this, height had the facts to warrant them, or the last ten years, every year increases the confidence of he public in their value and security. It was remarked that during the recent period of financial converse to adopt without this continuity. might be their interest to add without this continguage. Taking \$2,500,000 as the cost of the road from Exmilton, Ohio, to Terre Haute, Indiana, and upon twenty counties in Indiana, and two in Ohio, having a population of \$75,000 souls, and taxables, real estate and personal property, amounting to \$50,000,000. The subjoined table (marked A) gives

be very expensive, on account of the remoteness of annual productive value of the \$50,000,000 already where there is any at all; and that it arises from the and often become articles of merchandise themselves

perhaps some result like the	following m	ight	be ob-
	Shares. Sub.	11	gregate.
Average number of persons who			
would subscribe each, Average number of persons who	20 shows 100 t	1000	9100,000
would subscribe each, . = -	10 shows 200	500	100,000
Average number of persons who	F -1	050	200 000
Average number of persons who	5 shows 400	250	100,000
would subscribe each.	4 shows 600	200	120,000
Average number of persons who	2 shows 1300	100	130,000
Average number of persons who	2 800W8 1300	100	130,000
would subscribe each,	1 sliows 3000	. 50	150,000
The second secon	5600	100	700,000
			The state of the s

committee would reply, that poverty results from our want of the facility of reaching a market, and the way to remedy it is to direct our efforts to creating this facility instead of multiplying our productions, as we have been doing for years. Give us a ready sale and at equal prices, we can compete with any part of the world in agricultural products; but so long as we must give about one half of our surplus to get the other to market, we may envy but not enjoy the prosperity which crowns the efforts of our more fortunate or enterprising neighbors, bess, however, than the amount here hypotherically allotted to the counties interested in this road, in all probability will be necessary, and if they will but take hold of the matter at first, organize an efficient board of directors, authorize the prosecution of the work to the extent of the means at their control, under the direction of competent officers, a part of the road can be put in operation in a few months, when it will soon vindicate its claims to public favor, and be successfully prosecuted to a speedy completion. The committee are impressed with the conviction, that the friends of this scheme have it in their power, by a concert of action, disinterestedness of purpose, and an unrelaxing determination, to commence it at once, prosecute it

structure of the road is made too high, but it is placed terest of both to have low fare and charges on this pensation for the service. It is placed at \$200 per and proper way, to have the same constructed, by su so in accordance with the opinion of an experienced road. This arises from some advantages enjoyed by mile, though it is more likely to be \$250 or \$300 this road not commonly met with in those costing no per mile per year. Finally 40 per cent. has been may be deemed advisable. To those who may consider this estimate too high, more in the construction than it will. Running a assumed as the cost of operating the road and keepthe committee would remark, for reasons already great kingth in a continuous straight line, without ing it in repair; the latter item, from the contemplated of the State generally, to have said railroad compligiven, and others yet to be offered, that a railroad grades or curves to restrict the speed or power of the manner of building it, is not likely to be a serious

seem to the committee short sighted policy to re- these to its extension to St. Louis, where the north It is believed sufficient has been said on all the strict its capacity by a parsimonious economy in its and the west and the south aggregate their exchangeconstruction.

The committee consider that it would be entirely the control of the construction of this great thoroughfare, to show conclusively, that it presents advantages to the

\$50,000,000. The subjoined table (marked A) gives these counties, with their taxables as reported by the Auditor of State in 1846. Proble and Butler counties of Ohio being estimated. This gives less than two dollars to each inhabitant, and less than one and one-half per cent. on the taxables. Assuming the \$700,-balf per cent. on the taxables and live sold of the latter have been but a small proportion to the placed at one half the known tent proportion to the with the conferred by the construction of this road be an equivalent for the loss? But the committened in the stock of this kind always prominent in the stock of the known tent proportion to the with the conferred by the construction of this road be an equivalent for the loss? But the committened in the stock of the known tent proportion to the with the sold of the latter have been but a small proportion to the with the exception of the latter have been but a small proportion to the work and the analysis of the beat an interest of 6 per cent. Per cent of that, of the loss of the same with the condition of the latter have been but a small proportion to the work and the condition of the latter have been but a small proportion to th

pay large dividends; as well as add immensely to the on both roads, will show how little difference it gives, preciated currency, circulate more than the sou invested, for an indefinite number of years to come; St. Louis and Cincinnati road being a little more than instead of a representative of value, and it is "The whole estimated cost of the bridging and masonry of all descriptions is \$293,224; that of the removing of the timber and the grading is \$157,505.

removing of the timber and the grading is \$157,505.

The masonry and bridging is, therefore, much the heaviest part, being to that of the other expense nearly this road must be to all the counties here named, the Cincinnati road at 24 per mile, or \$1 52 the whole these projects furnishes no reason with intelligent meaning the counties here named, the counties here named at 24 per mile, or \$1 52 the whole these projects furnishes no reason with intelligent miles. as seven to four.

Speaking of that part of the route between the Indiana and Ohio State line and Indianapolis, the committee are well aware they cannot be induced distance—181 miles. It is not intended to institute to distrust the security and profitableness of the species of stock, where due regard to these considerance are well aware they cannot be induced distance—181 miles. It is not intended to institute to distrust the security and profitableness of the species of stock, where due regard to these considerance are well aware they cannot be induced distance—181 miles. It is not intended to institute to distrust the security and profitableness of the species of stock, where due regard to these considerance are well aware they cannot be induced distance—181 miles. It is not intended to institute to distrust the security and profitableness of the species of stock, where due regard to these considerance are well aware they cannot be induced by these collateral advantages to take the interest in carrying forward this scheme, in the proportion in former railroad, and those assumed for the latter; but rations has been had in creating it.

ferences drawn. To the census returns of 1840 in the counties assumed to contribute their business to the road, 20 per cent. has been added as the increase of their products embraced in the table. This is at the rate of about 3 per cent. per annum, and is believed to be a moderate estimate. The per centum of these tables are reconstructed in the per centum of these tables are reconstructed in the table. This is at the tributable to a misdirection of its small capital, and missipplication of its abandant labor; and so long this state of things is continued, so long will be transported in the table. ems, which will be transported over the road, it is remain immensely behind our neighbors in soc difficult to determine with accuracy, and the commit-ee have exercised a "sound discretion" in fixing it; full possession of all the means to secure it as the ey will however be permitted to add their firm be- are. But a brilliant future is opened up in the procountry, and are often so narrow that they are very frequently not seen until the observer arrives at their banks. 3. A hilly district of country in the vicinity of Eal River (commonly called the Walnut Fork of Shares in the bands of small shares in the bands of small shares in the page of the road shall pect of this magnificent railroad through our State of the road shall ever be decided by experience, they will be found to have been short of the reality. This has almost uniinvolved, to say whether we shall enjoy it now, formly been the case in other roads constructed with Eel') and Deer Creek, one of its branches. This the majority of shares in the hands of small sharehilly region is here a pleasant country of rich limestone land." The streams to be crossed on this part the route of the road so determined to have it conof the route are White River, Eagle Creek, three structed, that they will subscribe liberally to its stock; the rule. To those however who may think other-importance of it in many points of view. branches of White Lick, Mud Fork and Mill Creek
Fork of Eel River, Deer Creek, Eel River, Cray's
Creek, and Birch Creek, Otter Creek, and two branches
of Lost Creek. "The soil is more sandy, and there is more stone perhaps be said of the number whose subscription will would be necessary to construct the road, under the its charges for travel and transport, on the libe west than cost of Indianapolis. Upon the whole, average ten shares. Still the most assured reliance most favorable circumstances, will reverse the relative principles proposed on the extension of the re-

Admitting the business of the road to be correctly so. There is, however, no plausible reason w most any one to take from one to five shares, where it be sufficient to pay the expenses of operating the road will undoubtedly be constructed by Cincinna The committee are not in possession of any data but ten dollars will be required upon subscribing, and but ten dollars will be required upon subscribing, and but ten dollars will be required upon subscribing, and but ten dollars will be required upon subscribing, and road and keeping it in a good state of repair, and and less from considerations of the value of the steeping it in a good state of repair, and and less from considerations of the value of the leave a nett revenue sufficient to authorize the expenses of operating the road will undoubtenly be constructed by Cincinnation of the steeping it in a good state of repair, and less from considerations of the value of the steeping it in a good state of repair, and leave a nett revenue sufficient to authorize the expenses of operating the road will undoubtenly be constructed by Cincinnation of the steeping it in a good state of repair, and less from considerations of the value of the steeping it in a good state of repair, and less from considerations of the value of the steeping it in a good state of repair, and less from considerations of the value of the steeping it in a good state of repair, and less from considerations of the value of the steeping it in a good state of repair, and less from considerations of the value of the steeping it in a good state of repair, and less from considerations of the value of the steeping it in a good state of repair, and less from considerations of the leave a net revenue sufficient to authorize the expenses.

Add 70 per cent. on	inward, a	s probable	\$405,986
amount of outward	l tonnage,	whole dis-	285,162
Gross amount who	ole distance	both ways,	691,148
Whole tonnage ha Through passengers	If distance	, either way,	345,574
running days, 30,			135,600
Way passengers hal	f the amou	ow cach,	67,800
	a the amou	LIST A	07.500
Mail \$200 per mile	annually,		36,200
Mail \$200 per mile Gross receipts,	annually,		
Mail \$200 per mile  Gross receipts,  Deduct cost of ope	annually,		36,200 585,174
Mail \$200 per mile Gross receipts,	annually,		36,200 585,174
Mail \$200 per mile  Gross receipts,  Deduct cost of ope &c., 40 per cent.,	annually,		36,200 585,174 234,068
Mail \$200 per mile  Gross receipts,  Deduct cost of ope	annually, rating roa	d, repairs,	36,200 585,174

Surplus, This exhibit assumes that the whole tonnage of the living along the line of it; and that a juncture Making aggregate cost of 181 miles, - \$2,534,000 without interruption, and complete it wishout delay road will pass in either direction one half the distance favorable circumstances exists which renders throughout its whole contemplated extent, and its through, which it is believed is warranted from the great and lasting benefits will be a rich reward for generally cultivated region of country through which the talents, enterprise and capital which may be ex- the western portion of the road passes; and from the 316,750 hausted in its erecution. But whether this judicious attractive influence widening in the ratio of its excourse will be taken by those most deeply interested tension from the point from, and to which, its princistimated cost of 181 miles of the road living along the route of the road, in the ratio in pal shipments will be made. If this calculation should which its benefits are to be enjoyed, by which its vigorous prosecution to completion might be secured at way freight. The outward tonnage has been placed It is believed that this is a liberal estimate, and once; or whether the weight of the enterprise is to at only 70 per cent. of the inward, which, as near as many will be likely to regard it as too high. The rest upon the efforts of a few enterprising men, to be could be gathered from a recent report of the business which, in no place, exceeds four degrees, the addi- cons ructed in the manner herein recommended; the nage; the former of which will be made up of artition of one-half more than that estimated for the lolls to be levied; charges for motive power; cost of eles admitting of higher charges for transportation. granted a charter for a railroad from the wester latter is believed to be a fair allowance; and it is operating the road; keeping in repair, &c., they have It is believed the amount of travel which will be done probable that earth can be removed cheaper now than relied upon the experience of individuals, calculations on the road is placed at a low estimate, especially for apolis and other important towns, to Richmond, bei

judicious operation of railways, has, at the same time, held in this city in May next, meets our hearty appr

were rated at an interest of 6 per cent per annum, he total would probably fall short of that, of the aggregate dividends of those among them in successful operation at present. If we see some fancy stocks of this kind always prominent in the stock of this kind always prominent in the stock which will be soid cheap to the best bargain.

west, supposing the one controlling the latter to the present, but nothing can deprive us of it for a ength of time, but a policy, on the part of Cine nati, in regard to the interest of the company, whi would leave no inducement to request it from the Le islature of Ohio. The St. Louis and Cincinnati Ra road, if constructed and liberally managed, mi region of productive country; and it is not to supposed that she esteems this advantage so light as to obstruct the current by artificial barriers. O and Indiana have no separate interests in this gre indertaking, and there is no reason to doubt, many weighty ones to make it probable, that t stockholders in both companies will be merged in one that will ultimately extend it to St. Louis. Th are matters to be adjusted at the proper time, and prudent board of directors would suffer the work progress until they were satisfactorily agreed upon.

This report has grown so much upon the hands the committee that they are constrained to bring to a conclusion; and can only offer in extenuation its length, the great importance of the subject of Each step in the investigation revealed new fa going to confirm the first impressions of the comm 9.016 tee, that the advantages waiting upon the complete of this great work are beyond computation to th present a peculiarly auspicious time to have it co menced. As it must enure to the benefit of all citizens, the committee would earnestly bespeak active co-operation of all of them for its achieveme [The tables accompanying the report will be foun

in the next column.] Which being read and briefly discussed, was una mously adopted.

On motion of Mr. Chapman, the following pream

managed) to the stockholders and beneficial to

On motion, the meeting adjourned.

S. W. NORRIS, President.

GEO. A. CHAPMAN, | Sucretaries. A. H. DAVIDSON, 5 For the State Sentinel. To P. A. L. BY "ALICE BLAKE." It is the hour of midnight's deep And holy quiet now-Their darkness o'er my brow: But in my heart the sun of hope, Shall never, never set-Dark as the future now appears, We shall be happy yet! With mournful pleasure I have turned
My thoughts to other years,
When in our dreams of joy we spurned, Cold, calculating fears: Though years may pass ere we again,
Meet as we oft have met,
I cannot but believe, dear Ann,
We shall be happy yet!
Indianapolis, 20th April.

Telesia Telesia Telesia	Table	TABLI	THE RESERVE OF THE PERSON NAMED IN	f State for 1	(846.	VE .
972900%	it of him id it as	ounties, has been not about the second secon	Assessed of Lands, 1846.	Do. Improve- ments.	Do. Town Lots.	Do. persono property.
Vigo, Vermill Sullivan Clay, Putnam, Morgan Montgo Hendric Boone, Hamilto Madison Marion, Hancoc Henry, Dels wan Randolp Rush, Wayne, Union,	mory, cks,		1,204,833 547,375 345,056 400,146 1,127,250 871,188 1,272,050 753,074 699,765 749,613 760,600 1,532,554 463,741 1,206,320 610,386 698,875 1,367,926 1,995,109 687,687 1,377,761	298,797 345,990 239,528 125,045 587,120 400,231 926,820 551,645 255,760 362,469 259,297 615,989 297,246 738,535 329,025 149,215 1,102,888 1,121,200 167,144 263,138	734,374 109,975 49,372 18,990 122,120 95,913 155,620 87,587 58,310 70,480 69,564 1,090,302 37,714 121,338 73,158 43,552 110,274 597,409 37,195 174,996	637,276 507,29 326,376 212,78 570,02 348,28 675,45 478,86 244,55 266,22 271,19 702,87 210,216 657,04 295,04 225,28 723,46 1,036,94 329,87 476,70
Total	Total aggre		18,661,309 ed,	3 76 III NO.	3,858,243 40,862,284 7,000,000 47,862,284	9,195,64
des reli	Fermented Laquors.	7,200	3,900		188,392	
esij tahe markesi de mone der 'a d heift an	Distilled Liquors.	41,550 6,500 6,500 11,400 7,560 5,900 3,000	3,967 10,000 5,000 3,633 120 231,931	36,230 652,615 1,522,106		
Harry N	Population, 1840,	8,274 8,274 8,215 8,216 16,456 11,264 11,264 11,264 11,264 11,264 11,264 11,264 11,264 11,264	16,080 7,585 15,128 10,684 2,290	173 173 173	Lyong I	108
Pear III	fo spunod Logueco.	20,446 8,100 12,339 17,339 12,409 870 870	15,905	158.654	•	10 00 00 00 00 00 00 00 00 00 00 00 00 0
de de se	.hoH to snoT	2,638 1,914 6,240 6,240 8,735 1,514 1,514 1,297	7,176 1,612 2,976 5,125 :: 9,099 ::	16,416 12,769 12,769	11 11 11 11	
Indiana.	Bushels of Polatoes.	25,788 25,788 25,788 25,788 11,965 25,788 11,965 11,665 11,624	82,432 11,090 12,052 20,780 25,893 21,412	9,312 16,794 24,775 46,035	1,625,794	
State of	Pounds Wool.	11.709 20.23.23.23.23.23.23.23.23.23.23.23.23.23.	24.151 11.979 30.891 11.515 18.957	25,283 27,235 50,987 58,872	616'222'1	METALLINE
e of the whole	Bushels of Indian Corn.	718,485 508,297 508,297 202,250 202,250 475,753 993,735 540,000 247,752 410,569 375,715	604,966 286,095 624,543 845,888 401,291 882,477	512,34 711,85 110,61 243,56	11 5	
d, and those	Bushels Buck- wheat.	Ant d	1,668 1,641 1,683 1,683 195	1,340 1,760 2,1760	E Parish in	to the
ABLE B,	Bushles Rye.	2,614 2,614 2,614 2,618 3,736 1,050 1,050 1,050 1,050 1,050	2,269 2,130 2,626 2,626 2,938	200-10	Hamel Land	
I in the	Bushel Oats.	104,683 88,027 88,027 86,700 113,654 113,654 113,654 113,654 113,654 113,654	148,790 06,392 118,736 82,548 115,846 284,437	138,027 123,815 270,804 560,990	5,981,605	Sector of
rns of 1840,	Bushels Bardey.	8 8 8	4000			of the quantity of the property of the propert
census relu	Bushels Wheat.	77,654 10,874 10,874 10,874 10,874 10,870 84,709 61,370 85,017 40,662 46,991	78.649 78.531 78.234 58.902 68.639 124,750	80,890 70,439 198,107 318,720	4,049,375	eri ed 176 set topolette Gript Her en Martin Trica Rep 1827, 192
Containing	Poultry, all kinds.	7,123 16,318 16,318 10,042 5,874 8,411 7,190 2,091	14,067 3,942 8,289 4,608 7,766	3,381 3,584 15,640 14,505	357,590	THE STREET
alf lost dir qui que en a	Swine.	25,82 26,84 26,919 26,919 26,929 26,939 26,9	28,468 28,306 11,465 27,341 35,413	23,271 31,343 40,785 68,828	1,623,608	THE THE
er region of garden of garden of garden	Speep.	8,541 6,498 11,886 21,077 12,871 15,831 15,030 6,924 6,924 6,436	15,298 5,789 9,674 6,952 11,444		675,982.	
114 14 14 14 14 14 14 14 14 14 14 14 14	Neat Coulle.	12,086 12,442 12,442 15,472 16,022 16,022 11,273 11,273 10,381 8,928 8,928	Ne Gang	100		A STATE OF
o mezio milioni, mpatrici	Horses and Mules.	5,812 3,015 1,650 1,650 1,426 5,581 5,010 5,010 8,498 2,290	7,222 2,748 4,302 8,978 6,720 6,720	8,503 8,739 6,853 10,317	241,036	
lison and	Total cost.	14,685 Vigo, 2,787 Vermillion, 10,621 Sullivan, 22,979 Clay, 541 Rush, 23,778 Putnam, 1,041 Morgan, 533 Montgomery, 35,319 Hendricks, 708 Boone, 4,411 Hamilton, 12,584 Madison,	12,730 Hancock, 6,365 Henry, 72,624 Delaware, 18,542 Randolph, 30,000 Wayne,	6,800 Union, 3,600 Fayette, 10,000 Preble, 5,000 Total	000 000 000 000 000 000	16,472 25,600 8405,386
on the Ma	Junouv ssord		11,070 11,168 127,416 16,867 10,000	10,000	0000	Digital in
; also those	Just ved	297,980 10 21,354 25 10 125,490 10 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			98,710
ti Railroad	Gost whole dislance.	888855-55x8x8	harly Litror	88 9 9	12.23.24	98
Cincinnati rir schedule	3	0-181 0-181 1-172 1-186	55-86 55-86 56-172 6-172 9-181	6-172 6-172 6-86 0-172	6-181 25-86 9-181 20-86	

Terre Haute